

The Stinson Beach Progressive Club

STINSON BEACH, CALIFORNIA

January 22, 1960

Dear Members and Friends:

Once again the beginning of another year when we report to you the many things accomplished this past year, also some of the activities that we will all be working together on this year of 1960.

Things which we took part in or sponsored in this past year:

March of Dimes Card Party.

Letter to our Supervisor Vera Schultz - flooding of Lagoon Road.

Held membership in Marin Coast Chamber of Commerce.

Urged State Park Commission, Division of Beaches and Parks to provide trailer camping in Stinson Beach State Park.

Four of our members are representatives on the Bolinas-Stinson Beach Master Plan Committee.

Voted to support the building of the Community Chapel.

Upheld the Directors of Community Center to hold a 4th of July Celebration to contribute to the Chapel Building Fund.

Urged the Supervisors to build a Fire Station at Wilkins Wye.

Worked closely with the Redwood Empire Association.

Paid for garbage pick-up on Main Street of Village.

Requested of the County, Parking signs placed on narrow hillside streets.

Donated to Bolinas-Stinson Beach Boy Scout Troop #23.

Furnished luncheon for the runners in the Dip-Sea Race.

Sponsored two concerts by the Marin String Quartet.

Donated \$300.00 to the Chapel Building Fund.

In 1960 - Proposed Activities:

A meeting is planned with the State Highway Department to discuss plans for routing Highway #1 through our village. Meeting date to be announced later.

Special January meetings of interested property owners to discuss and review zoning ordinances - proposed by Marin County Planning Commission. Dates to be posted on Bulletin Board.

Proposed meeting with Marin County Health Department regarding sanitation district for our area.

Progress reports and discussions concerning many activities of outstanding value to all of us.

Your representation and your neighbors is needed more than ever this year, your cooperation with us will prove of great value and benefit in the growth of our community.

Join the Progressive Club early by enclosing your membership and small dues of \$1.50 for the year in the enclosed self-addressed envelope.

There will be no meeting of the Progressive Club on February 3 - the next meeting will be March 2, 1960 and the 1st Wednesday of each month thereafter at the Community Center, at 8 p.m.

Let's work together in 1960.

Thank you.

Thomas R. Tawns, President
The Stinson Beach Progressive Club

BECHTEL CORPORATION



ENGINEERS-CONSTRUCTORS

TWO TWENTY BUSH STREET . . . SAN FRANCISCO 4, CALIFORNIA

March 7, 1960

Mr. Marvin Brigham, Director
Department of Public Works
1711 Grand Avenue
San Rafael, California

Dear Mr. Brigham:

In accordance with the motion passed by the Flood Control Commission at its last meeting, a preliminary investigative meeting was held at Stinson Beach on the morning of March 5th. The Flood Control Commission was represented by the undersigned, who is charged with flood control matters in that unincorporated area, and George M. Gallagher, Commissioner from Point Reyes. Representatives from Stinson Beach were Messrs. T. R. Tawns, A. A. Fulton, S. L. Sefton and James Fuller.

From past and recent personal observation and from information offered by the residents in the area, it appears that a large creek at the south end of the town originally flowed under the bridge carrying State Route 1 and turned south to enter the ocean, and that a smaller creek beginning somewhere north of the post office flowed generally parallel to the road in a north-westerly direction into Bolinas Lagoon. Sometime before 1955 the large creek was diverted to discharge into the small creek. Since that time, flooding has occurred on property surrounding the lower reaches of the small creek and upper end of the lagoon. Construction of a causeway across the upper end of the lagoon several years earlier has apparently caused deposition of the added creek borne silt which may be a contributing factor to the recent flooding.

It was learned from the residents that over the years three governmental agencies have done various types of work on one or both creeks. These are the County of Marin Department of Public Works, State of California Division of Beaches and Parks, and Federal Government Corps of Engineers.

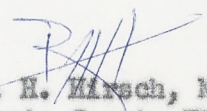
The purpose of the investigative meeting was to make preliminary arrangements for a public hearing in Stinson Beach to discuss the requirement for the establishment of a flood control zone. In view of the governmental agencies with present direct interest in the area, it appears that all factual information available should be presented to the Flood Control Advisory Commission at their next regular meeting in order to determine what steps should be taken to effect corrective action. The holding of a public meeting at this time is considered by the undersigned to be premature.

Mr. Marvin Brigham, Director
Department of Public Works

Page Two
March 7, 1960

It is therefore requested that you obtain all information available pertinent to work on the two creeks referred to that has taken place since the date of formation of the Marin County Flood Control District. When the data is ready for presentation, please call a meeting of the Commission.

Yours very truly,


B. H. Minsch, Member
Marin County Flood Control Advisory Commission

BHH/aed

cc: Vera L. Schultz, Supervisor

Carlton E. Cherry, Secretary
Marin County Flood Control Commission

George M. Gallagher

Thomas R. Tawns

B. H. Hirsch

BECHTEL CORPORATION

101 CALIFORNIA STREET

SAN FRANCISCO 11, CALIFORNIA



1860-PONY EXP
FOUNDERS RUSS
—AND WAD

Mr. Thomas R. Tawns
Highway 1
Stinson Beach, California

U.S. BUREAU OF INVESTIGATION
1960



PROGRESSIVE CLUB

OF

STINSON BEACH

MARIN COUNTY

CALIFORNIA

*Copy for the
President*

Stinson Beach, Calif.
March 16, 1960

Gene W. McDaniel
Bolinas, Calif.

Dear Mr. McDaniel:

The Progressive Club was so happy to hear your talk
on the Harbor District plans and problems.

We want to thank you for your kindness in taking time
to come and explain it all to us and answer our
numerous questions.

Our little hall was almost filled, so you know we are
tremendously interested.

I truly sympathize with you, for being Chairman of a
Committee is no easy task, but you have persisted in
gradually meeting all complaints so nobly.

Very Sincerely,

Ada H. Marble,
Secretary

JG

PROGRESSIVE CLUB

OF

STINSON BEACH

MARIN COUNTY

CALIFORNIA

March 28, 1960

Mr. William Desmond
Marin County Health Dept
4th and Grand Avenue
San Rafael, California

Dear Mr. Desmond

This is to confirm your telephone conversation with our President Thomas R. Tawns, agreeing to give us the pleasure of hearing you discuss our "sanitary problems", past and future.

We are looking forward to hearing you at our meeting, the evening of Wednesday April 6, 1960 at eight P. M held at the Stinson Beach Community Center.

Thanks so much for accepting our invitation.

Sincerely

Ada Marble (secretary)

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT IV
150 OAK STREET
SAN FRANCISCO 2, CALIFORNIA
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO
P. O. BOX 3366, RINCON ANNEX
SAN FRANCISCO 19

PLEASE REFER
TO FILE NO.

July 12, 1960

IV-Mrn-56-A,B
4QT1389-R

Dear Visitor:

This map display has been arranged so that you may examine the results of engineering studies for the future routing of the Shoreline Highway between Highway 101 and a point 2.8 miles south of Olema.

Members of our engineering staff are here to explain the maps and answer your questions.

You will have an opportunity to express your views "for the record" at a Public Meeting to be held at the Tamalpais Valley School at 2:00 p.m. on August 4, 1960. Your views and those of your local officials as expressed at the public meeting or in writing to the District Office within 30 days thereafter, together with the data before you today, will serve as the basis for the State Highway Engineer's recommendation of a routing to the California Highway Commission.

Should you desire further information you are invited to write, call, or visit the District IV office of the Division of Highways at 150 Oak Street in San Francisco, UNDERhill 3-0222, Extension 318. The maps and exhibits will be available in the District office and may be inspected at any time.

THANK YOU FOR COMING.

SUMMARY OF STUDIES

4QT1389-R
IV-Mrn-56-A,B

This route is part of the California Freeway and Expressway System. It will be developed as a freeway. Access control will preserve its traffic capacity as well as the roadside scenery through the years.

All alternative routings involve heavy grades with relatively sharp curves. Therefore, it is not likely that the route will become a truck route or a speedway.

Eleven alternative routings have been studied. Their general locations are shown on the attached map and photographs.

The following lines are considered primary alternatives and are presented in detail:

LINE "A" (Shown in orange on the mosaic)

Generally conforms to the County Master Plan through Tamalpais Valley, through Green Gulch to Muir Beach, along the coast to Lone Tree Creek, behind Stinson Beach and along east side of Bolinas Lagoon paralleling the existing route to the north end of the project.

LINE "A-2" (Shown in blue)

Variation of the "A" line in Tamalpais Valley to reduce curvature and property taking.

LINE "C" (Shown in Green)

Leaves U.S. 101 at Manzanita - the same as the "A" line - but reaches the coast through Tennessee Valley. It joins the "A" line at Muir Beach.

LINE "C-2" (Shown in Yellow)

Variation of the "C" line. It leaves Waldo grade at Rodeo Avenue, crosses the hills to Oakwood Valley, and joins the "C" line in Tennessee Valley.

LINE "A-4" (Shown in Blue)

Variation of the "A" line in Stinson Beach. From Lone Tree Creek it follows the bluffs into Stinson Beach, then occupies land between Main Street and the park to the Lagoon, which it follows to join the "A" line near the Stinson Beach School.

The following lines were studied but are considered inferior for the reasons outlined. They are not presented in detail.

LINE "B"

The "B" line through Forts Barry and Cronkhite from Golden Gate Bridge to Muir Beach. Considered inferior because of its high construction cost and very high cost of replacing military facilities in Forts Barry, Baker and Cronkhite.

LOW LEVEL LINE

A variation of the "B" line, set low in the coastal bluffs from the forts to Stinson Beach. Considered inferior by reason of high cost and extensive damage to the scenic bluffs throughout a length of seven miles along the coast south of Stinson Beach.

LINE "A-7"

A line with 6% grades developed to avoid the steeper grades of the other lines. It traverses the south side of Homestead Valley, crosses the existing road at the Tamalpais Valley summit, and reaches Muir Beach along the south side of Green Gulch. Considered inferior because of the high number of improved properties required.

LINE "D"

Generally follows the Panoramic Highway. Considered inferior because of the large number of improved properties and the amount of park land required.

LINE "E"

Follows the sandspit to Bolinas then joins the "A" line north of the lagoon. Considered inferior for several reasons:

Possibility of inundation; need for high level bridge over channel; community values in Bolinas.

Comparative data for the primary alternatives is shown on the attached data chart.

The "Planning Freeways" in the back of the brochure is a brief outline of the California Highway Commission procedure for locating and constructing freeways. This project is now in Step 3 of the procedure.

COMPARATIVE DATA

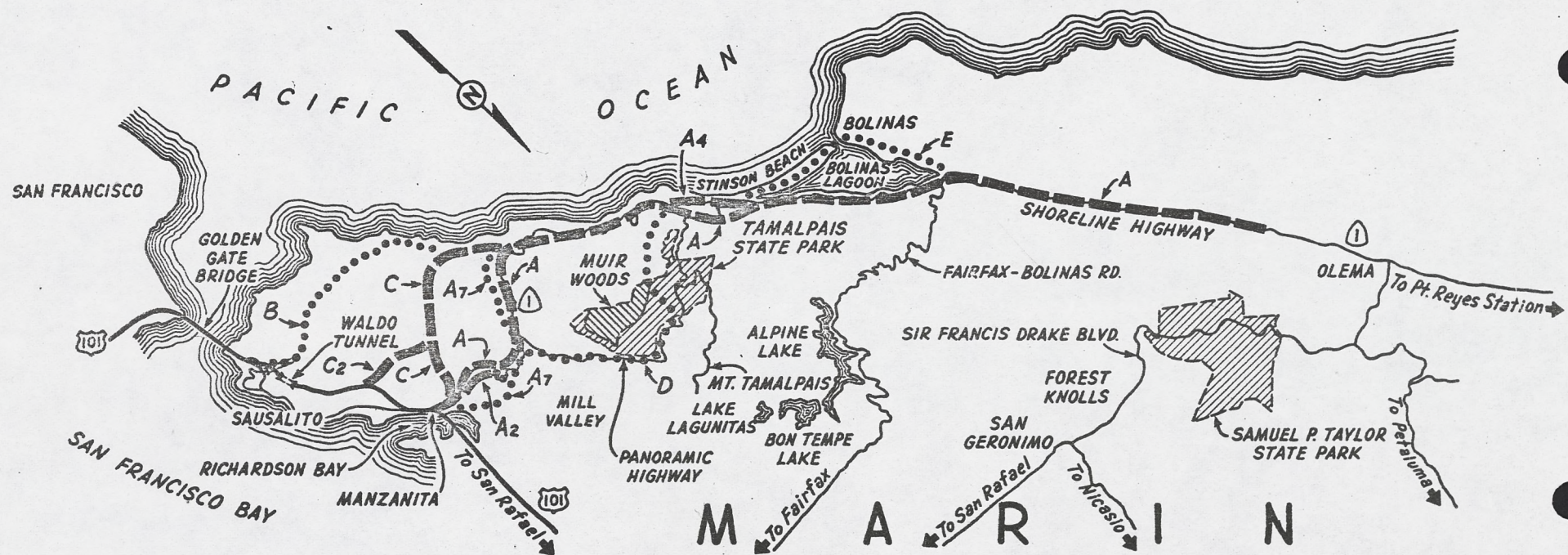
ROUTE 1 TO SOUTH OF STINSON BEACH

	<u>C Line</u> <u>(Tenn. Valley)</u>	<u>C-2 Line</u> <u>(Tenn. Valley)</u>	<u>A-Line</u> <u>(Tam. Valley)</u>	<u>A-2 Line</u> <u>(Tam. Valley)</u>
Length	7.47	7.87	7.00	6.78
Total Cost	\$16,600,000	\$18,600,000*	\$16,000,000	\$17,000,000
Improvements Required	37	4	83	64
Length of Grade 6% and over (from G.G. Bridge)	21,300'	16,000'	33,500'	33,200'
20-Year User Savings	\$21,200,000	\$23,900,000	\$23,700,000	

SOUTH OF STINSON BEACH TO FIVE BROOKS

	<u>A-A Line</u> <u>(High Line)</u>	<u>A₄-A</u> <u>(Low Line)</u>
Length (Miles)	13.03	12.93
Total Cost	\$14,400,000	\$16,000,000
Improvements Required	23	65
Length of Grades 6% and over	14,100'	12,300'
20 Year User Savings	\$7,600,000	\$12,200,000

* Subject to Change





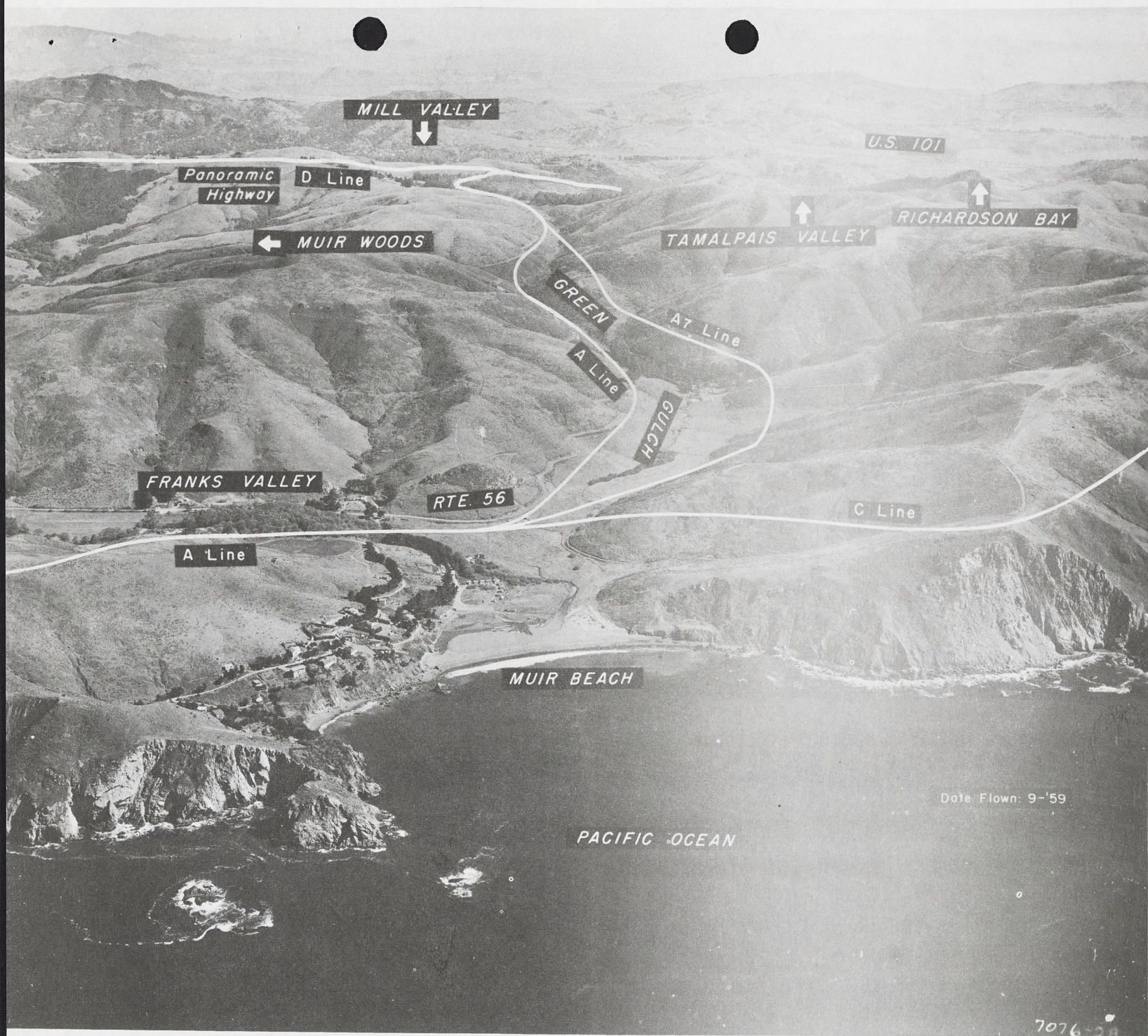
*Looking westward at Tennessee Valley
from Tamalpais Valley.*

*Exhibit W-13
Mrn. -56- A*



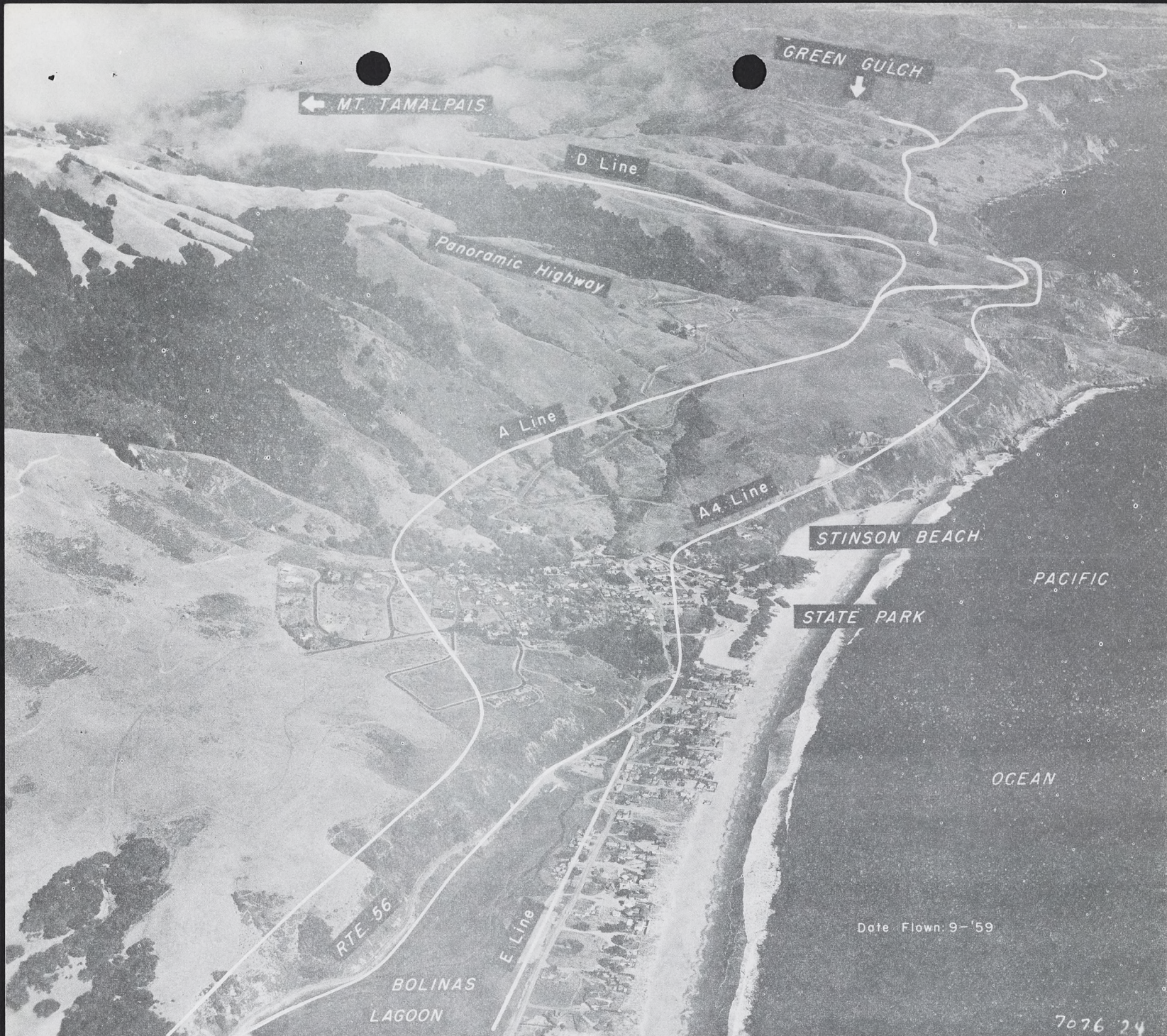
*Looking westward at Tamalpais Valley from
Tamalpais Valley Junction.*

*Exhibit W-14
Mrn.-56-A*



*Looking eastward at Muir Beach.
Green Gulch at center. Richardson
son Bay at upper right.*

*Exhibit W-4
Mrn - 56 - A*



*Looking southward along Marin Coast.
Stinson Beach at center.*

*Exhibit W-6
Mrn - 56 - A, B*



*Looking northward from north end of
Bolinas Lagoon. Route 56 junction
with Fairfax - Bolinas Road at
middle left.*

*Exhibit W-7
Mrn - 56 - B*

PLANNING FREEWAYS



1

DIVISION OF HIGHWAYS
ANNOUNCES START OF FREEWAY
LOCATION STUDY
AT PUBLIC MEETING



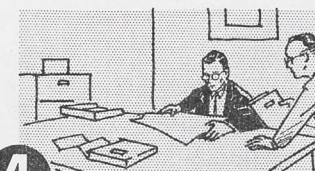
2

DIVISION OF HIGHWAYS
CONSULTS WITH LOCAL PLANNERS
AND ENGINEERS DURING
ENGINEERING STUDY



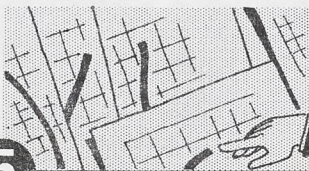
3

DIVISION OF HIGHWAYS
HOLDS PUBLIC MEETINGS AND MAP
DISPLAYS TO ACQUAINT THE PUBLIC
WITH THE STUDIES AND OBTAIN
THEIR OPINIONS



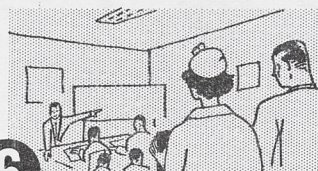
4

STATE HIGHWAY ENGINEER
REVIEWS ENGINEERING STUDY
AND PUBLIC MEETING DATA



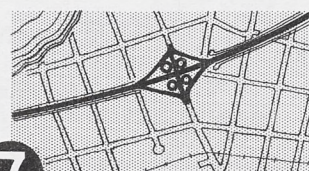
5

STATE HIGHWAY ENGINEER
MAKES RECOMMENDATION
TO CALIFORNIA
HIGHWAY COMMISSION



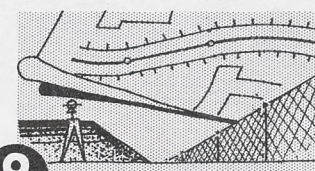
6

CALIFORNIA
HIGHWAY COMMISSION
CONSIDERS RECOMMENDATION
AND HOLDS PUBLIC HEARING IF
REQUESTED BY LOCAL AUTHORITIES



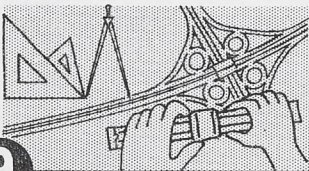
7

CALIFORNIA
HIGHWAY COMMISSION
ACTS ON ROUTE ADOPTION



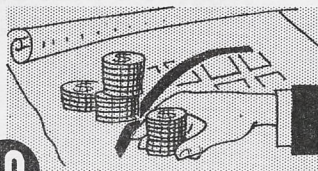
8

DIVISION OF HIGHWAYS
NEGOTIATES FREEWAY AGREEMENT
WITH COUNTY OR CITY REGARDING
ALTERATION OF LOCAL ROADS
AND STREETS



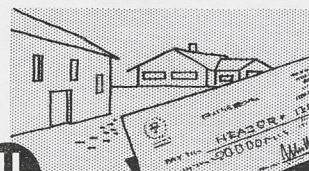
9

DIVISION OF HIGHWAYS
PREPARES DETAILED PLANS



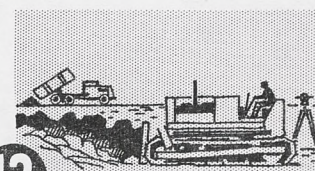
10

CALIFORNIA
HIGHWAY COMMISSION
BUDGETS FUNDS FOR
RIGHTS OF WAY AND
CONSTRUCTION



11

RIGHTS OF WAY
PURCHASE COMMENCES



12

CONSTRUCTION
COMMENCES

Division of Highways

ATTENDANCE CARD

Date _____

NAME _____

(PLEASE PRINT)

ADDRESS _____

Business or
Affiliation _____

Do You Wish to Make or Submit a
Statement?

Yes _____

No _____

Do You Have a Question?

Yes _____

No _____

(Use back of card if desired)

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT IV
150 OAK STREET
SAN FRANCISCO 2, CALIFORNIA
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO
P. O. BOX 3966, RINCON ANNEX
SAN FRANCISCO 19

August 4, 1960

PLEASE REFER
TO FILE NO.

IV-Mrn-56-A,B
4T10H1389R

GOOD AFTERNOON!

You are attending a meeting conducted by District IV of the California Division of Highways.

The purpose of the meeting is twofold; first, to announce the completion of engineering studies for improvement of the Shoreline Highway from U. S. 101 to 2.8 miles south of Olema; and second, to obtain your views of their effects upon community values.

Please fill out the Attendance Card. If you wish to speak or ask a question, please check the appropriate space on the card. If you have a question but do not wish to speak, write your question on the back of the card and it will be answered.

Please hold your card until it is collected.

Your views and those of your local officials, as expressed at this meeting or in writing to the District Office within 30 days thereafter, together with the data before you today will serve as the basis for the State Highway Engineer's recommendation of a routing to the California Highway Commission.

Should you desire further information you are invited to write, call, or visit the District IV office of the Division of Highways at 150 Oak Street in San Francisco, UNDERHILL 3-0222, Extension 318.

5242

MARIN COUNTY PLANNING COMMISSION
1711 Grand Avenue
San Rafael, California

NOTICE OF HEARING

This is a notice to you as an interested individual and/or group that the Marin County Planning Commission has initiated proceedings to consider rezoning all of the area of the County now controlled by the Interim Zoning Ordinance to appropriate zones as now contained in the Comprehensive Ordinance No. 264.

Although various actions would be possible, the present proposal is: to rewrite the A-1 Section of Ordinance No. 264 (a copy of the proposed revision is enclosed herewith) and classify the bulk of the interim residential areas as A-1; to classify the interim commercial areas to an H-1 Limited Roadside Business District; to classify the Las Gallinas Interim Industrial Zone to an M-1-H Light Industrial District with Combining Highway Frontage Regulations.

Since the A-1 District as re-written would be used as a holding zone or as a permanent zone for outlying rural areas, it is anticipated that a desirable lot size for this purpose will be an acre or greater, except for lots that are created for subdivision in which case the Planning Commission should be able to lower the requirement, if warranted, by the normal considerations leading to subdivision design. Those lots coming into existence without benefit of subdivision review, usually with substandard roads and utilities and generally at a rather slow rate, will not create so many problems if each lot has an acre in area.

The one-acre lot requirement of the A-1 District obviously will not be satisfactory for many areas; therefore it is anticipated that the following areas will be considered for rezoning to of the previously mentioned zones or to an R-1 and/or A-2 District with any appropriate combining district regulations:

San Quentin Tract
Mill Valley Country Club area
Town of Tomales
Marshall area
Areas South and West of Inverness
Northwest of Camp Taylor around Jewel
San Geronimo Valley
Northeast of San Anselmo around the Short Ranch.
End of Fifth Street, San Rafael
X Bolinas and Stinson Beach areas
West of Fairfax, Cascade Canyon and Bolinas Road area

and if problems arise, other areas will be considered for a different zoning.

The hearing on this proposal has been set at 9:00 a.m., Monday, December 19, 1960, as Item No. 1 on the Planning Commission's Agenda, in the County Office Building, 1711 Grand Avenue, San Rafael, California.

Very truly yours

MARY SUMMERS
PLANNING DIRECTOR

BDD:ef
Encl.

THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIN

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNTY OF MARIN, STATE OF CALIFORNIA, REPEALING ORDINANCES NO. 217 AND 235 AND ALL AMENDMENTS THERETO; AND AMENDING ORDINANCE NO. 264, THE ZONING ORDINANCE OF SAID COUNTY BY CHANGING THE REGULATIONS FOR A-1 DISTRICTS, BY CLASSIFYING ALL INTERIM "B" DISTRICTS AS H-1 DISTRICTS, BY CLASSIFYING CERTAIN INTERIM "A" DISTRICTS AS M-1-H DISTRICTS, AND BY CLASSIFYING ALL OTHER PORTIONS OF THE UNINCORPORATED TERRITORY OF THE COUNTY OF MARIN NOW GOVERNED BY INTERIM REGULATIONS AS A-1 DISTRICTS.

THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIN, STATE OF CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. Ordinance No. 264, Section 3, is hereby amended by changing the short title of A-1 Districts to "Rural Agricultural Districts."

SECTION 2. Ordinance No. 264, Section 11, is hereby amended to read as follows:

Section 11 REGULATIONS FOR A-1 DISTRICTS

The following regulations shall apply in all A-1 Districts and shall be subject to the provisions of Section 14 of this Ordinance.

(a) PURPOSE:

1. To provide a reasonable degree of control over those principally rural areas which have not been comprehensively studied to arrive at precise zoning districts.

2. To preserve in relatively low density residential and agricultural uses those lands suitable and appropriate for ultimate development in higher densities or other uses until such time as community and public facilities are available to accommodate such higher densities or other uses.

3. To preserve in relatively low density those areas that are developing but lack the facilities to accommodate a high density.

(b) USES PERMITTED:

1. All uses permitted in R-1 Districts.
2. All forms of plant agriculture.

3. On parcels of land having an area of 5 acres or less the raising or keeping for home use or for sale elsewhere of the following kinds and number of animals per acre: 10 fowl, 1 horse, mule, donkey, or pony, 1 head of cattle, 1 goat, 1 sheep, 2 dogs, 5 (rabbits, guinea pigs, hamsters, chinchillas, mink or other similar animals), provided that any feed or water area or building or enclosure for the keeping of any permitted animals except a boundary fence shall be at least 75 feet from any property line and at least 50 feet from any residence.

4. On parcels of land having more than 5 acres all agricultural uses, except hog ranches and dog kennels, are permitted without restriction as to numbers.

5. Physical processing, storage and incidental sale of products produced on the premises. (This does not permit any slaughtering except for home use.)

6. The production, gathering and incidental sale of marine products.

7. The following uses are permitted only after a Use Permit has been secured therefor:

(A) Hog farms and livestock feed yards.

(B) Riding academies, stables, dog kennels and other animal boarding facilities and animals in greater number than permitted in 3 above.

(C) Animal hospitals, clinics or veterinarian's offices.

(D) Airports; shooting ranges, lodges, or clubs; privately operated parks; picnic grounds; recreational areas or buildings, clubs, or other uses of similar character, and such accessory uses including commercial and/or industrial uses which are found to be an integral part of any permitted recreational use and not detrimental to the character, the social or economic stability or to the health, safety, comfort, convenience or general welfare of the community in which it is located.

(E) Processing of agricultural or marine products not produced on the premises, in whole or in part.

(c) BUILDING HEIGHT LIMITS:

Two and one-half (2-1/2) stories and 35 feet.

(d) BUILDING SITE AREA REQUIRED:

Each main building or use shall be located on a building site in one ownership having an area of not less than one acre and an average width of 100 feet except as follows:

(A) Sub-standard parcels may be legal building sites in the same manner as in R-1 Districts.

(B) For the purpose of complying with the requirements of Subdivision Ordinance No. 640 the minimum building site area shall be 7,500 square feet with an average width of 60 feet, but this in no way affects the right of the Planning Commission to require lots of any size which, in its opinion, are appropriate to the area in which the subdivision is located.

(e) MINIMUM YARDS REQUIRED:

(A) Front, 30 feet.

(B) Sides, 15 feet.

(C) Rear, 25 feet.

(f) OTHER REGULATIONS:

(A) There shall be only one, one-family dwelling on each building site.

(B) No sign shall be permitted except in accordance with the specific regulations covering signs as set forth in Section 14 of this ordinance.

SECTION 3. The Board of Supervisors hereby finds as follows:

(a) That the two separate zoning ordinances governing the unincorporated portion of Marin County creates problems of administration and is confusing to the public.

(b) The following action is designed to eliminate the Interim Zoning Ordinance and to bring the entire unincorporated area of the County under the Comprehensive Zoning

Ordinance by placing a reasonable zoning on all portions of the County that are awaiting more comprehensive study and further development.

(c) The zoning resulting from the adoption of this ordinance, although not labeled as an interim measure, is not expected to be the zoning to accommodate ultimate development, but rather is designed to act as a holding zone pending proper timing for more precise zoning.

SECTION 4. A new section is hereby added to Ordinance No. 264 to be designated Section 7.____ and to read as follows:

Section 7.____

(a) All of the property that was heretofore classified as Interim Business Zones and not previously classified under Ordinance No. 264 shall be classified as H-1, Limited Roadside Business Districts.

(b) All of the following described property not previously classified under Ordinance No. 264 shall be classified as an M-1-H, Light Industrial District with Combining Highway Frontage Regulations:

Commencing at a point on the southwest corner of the Northwestern Pacific Railroad Station at Gallinas running thence due West 2000 feet; thence due South 1000 feet; thence due East 3200 feet; thence due North 1000 feet; thence due West 1200 feet to the point of beginning.

(c) All the remaining unincorporated territory of the County of Marin that has not previously been classified under Ordinance No. 264 shall be classified as an A-1, Rural Agricultural District.